

COMMENT

IT IS DIFFICULT to envisage a major food producing industry having to spend hard earned money on advertising its worth to the nation and its political rulers. Yet, this is what is happening this week in the fishing industry.

The expensive advertising campaign being mounted by sections of the fishing industry in the national press might be dismissed by some as a gimmick. But the point being made is an important one: **ALL OUR VAST FISH RESOURCES ARE BEING HANDED OVER TO EUROPE ON A PLATE.** Our generosity could only go one step further and that is by catching the fish for our Common Market partners.

Whether the campaign can achieve anything is doubtful. Already the Government has made up its mind on the sort of deal it hopes to get in revising the Common Fisheries Policy. And the targets set still fall a long way short of providing a secure future for fishing in this country.

Already there is a strong suspicion that the Government is using our fishing waters as bait for concessions in other areas of the EEC; this is why its demands on economic zones are so pathetically weak.

What the advertising campaign is really doing, is to compensate for the inadequacies of the Minister of Agriculture, Fisheries and Food. He is the man who should have been hammering the Government — and the Foreign Office in particular — about the importance of preserving a safe future for our fishermen. Instead, all Minister Peart seems content to do is to dispatch his faithful lap-dog, the Minister of State, on supposedly morale-boosting visits to the fishing ports. The trouble is, Mr. Bishop's performances are only slightly livelier than the dead fish on the market he spends so much time inspecting.

fishing news

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Forbes 86-footer

SEEN just before her launch is Sarepta, the latest boat from the J. and G. Forbes yard at Sandhaven. She is the command of Skipper John Noble who has had Caterpillar's big D398 diesel of 550 hp at 1,225 rpm fitted in the cruiser-sterned 86-footer. The unit drives through a variable pitch propeller. Sarepta, a seiner-trawler, has a number of interesting features, including an unusual power block assembly and twin echo sounder transducers for use when pair trawling. A picture of the boat aloft and more details will appear soon in *Fishing News*.

Pay offer rejected

A £6 PAY CLAIM for Hull, Grimsby and Fleetwood trawlersmen has been sent to the arbitration service by the Transport and General Workers' Union. Owners offered the men £2.50 a week, plus a holiday bonus to those spending 230 or more days at sea a year. The union has rejected the offer. Talks have been going on for some months.

QUICK ANSWER ON LIMITS NEEDED

says Minister at Lowestoft

FISHERIES Minister of State, Edward Bishop, hopes the limits question 'will be clear by the end of the year.'

He said this during a two-day tour of the industry last week while at the Suffolk port of Lowestoft.

Expressing confidence in the future of the fishing industry, he said his visit to Lowestoft is one of a series combined with close consultations with the fishing industry.

His trip began with a tour of the Lowestoft fisheries laboratory, after which he moved on to the fish market and local processing plants, meeting workers and management representatives as he went.

"My general message is one of confidence," he said afterwards. "I am glad to see signs of confidence evident here with investment in new vessels."

Problems

"It reflects great credit on the local industry and all involved. Our job is to maintain this confidence until we can see more clearly where the industry is going."

On the question of problems facing the industry, he said: "We sometimes forget that these are not just British problems."



Fishing Minister Edward Bishop (centre) with Aubrey Moore (left), president of Lowestoft FVOA, and Mr. C. S. Bradley, local Docka Board manager.

Turning to the uncertainties caused by the Icelandic dispute, the Law of the Sea Conference and the question of limits and the Common Market fisheries policy, he said Britain had a major interest in fisheries and wants to ensure that it remained viable.

"Discussions about limits, access and special arrangements are related to what can be achieved to keep the industry viable," said Mr. Bishop.

The Government had not been idly standing by. There had been the temporary financial aid last year, the

grant and loan scheme to vessels continuing and considerable sums spent in the industry's back-up division.

He said he had been fortunate enough to meet a good cross-section of the industry during his visit to Lowestoft and had noted their views on a number of problems "such as local concern about grand dredging operations in the North Sea". He had also gathered local views on fisheries limits.

"Although limits are important, what really matters is that the industry gets the kind of catch it needs to stay viable," he said. He had come to Lowestoft mainly to listen.

Change

He said there is a need for a "fairly quick" answer to some of the problems facing the industry and hoped the position over fishing limits would become clear by the end of the year.

"The industry is going through a period of change and uncertainty," he said. "The government has been pressing urgently for the questions to be resolved as quickly as possible. We are trying to ensure that the industry has a worthwhile role to play."

During his visit he held meetings with the Lowestoft Fishing Vessel Owners' Association and inshore and trade union interests. He watched the turning out at Waveney dock and ended his tour with a visit to the nearby Birds Eye factory.

Shetland herring bonus

HERRING MARKS west of Shetland — unknown in recent years — have made an appearance. And one leading Shetland skipper believes this is an indication of the benefits a 60-mile limit would bring.

With exceptionally good fleet was deflected to this area. By the time the Norwegians had worked their way round to the east coast, says Skipper Josie Simpson, the herring were back within 12 miles out of their reach.

The big herring fishing in recent weeks has been hit by poor prices and it is felt in many quarters that the Norwegians are also to blame for this because they saturated the markets in June.

With the Norwegians being side tracked, Skipper Simpson believes "this stroke of luck" will mean a good winter herring season. It also emphasises his case, the importance of a 60-mile limit around the United Kingdom.

On the question of an ex-

clusive limit for Shetland, Skipper Simpson is lukewarm. He believes this could result in the islanders being accused of greed. "The 60-mile limit is needed for conservation for the whole of the UK fleet — I am somewhat concerned that this basic need and argument could be fragmented if further local claims are introduced."

"The government's present stance has not been announced officially, but it is a pity that only a small number of people are then they do not appreciate the problems which we have been preaching to them these last years."

Salmon starter

SKIPPER of the latest addition to Bridlington's fleet is Chris Paschley (24), joint owner of the new coble Betty A.

The vessel was built by Scarborough Marine Engineers at a cost of £20,000. Skipper Paschley has bought Betty A with his brother, Malcolm. Launched last week, she is just over 35ft. long, with 10.6ft. beam, and a gross tonnage of 243. She is powered by an 80 hp Ford Tamper engine.

The brothers, and crewman John Boyd, are starting salmon fishing and poaching immediately. They will change to cod netting before the winter. Extra equipment and probably another crew member, will be needed for the cod fishing.

EEC delay on limits extension

A DECISION on wider fishing limits by the EEC has been deferred. Although the Community has accepted "the principle of concerted action under which member states would be led to extend the limits of their fishing zones to 200 miles", no announcement will be made until October on when and how this will be done.

This move fell short of British hopes for an immediate declaration of intent by the EEC to go out to 200 miles.

British Government officials describe the progress so far as satisfactory, but not perfect. Roy Hattersley said that he expected member states to decide when to extend limits in October. "If the worst came to the worst," warned Mr. Hattersley, "the British Government would be prepared to take unilateral action to declare its own 200-mile fishing limit."

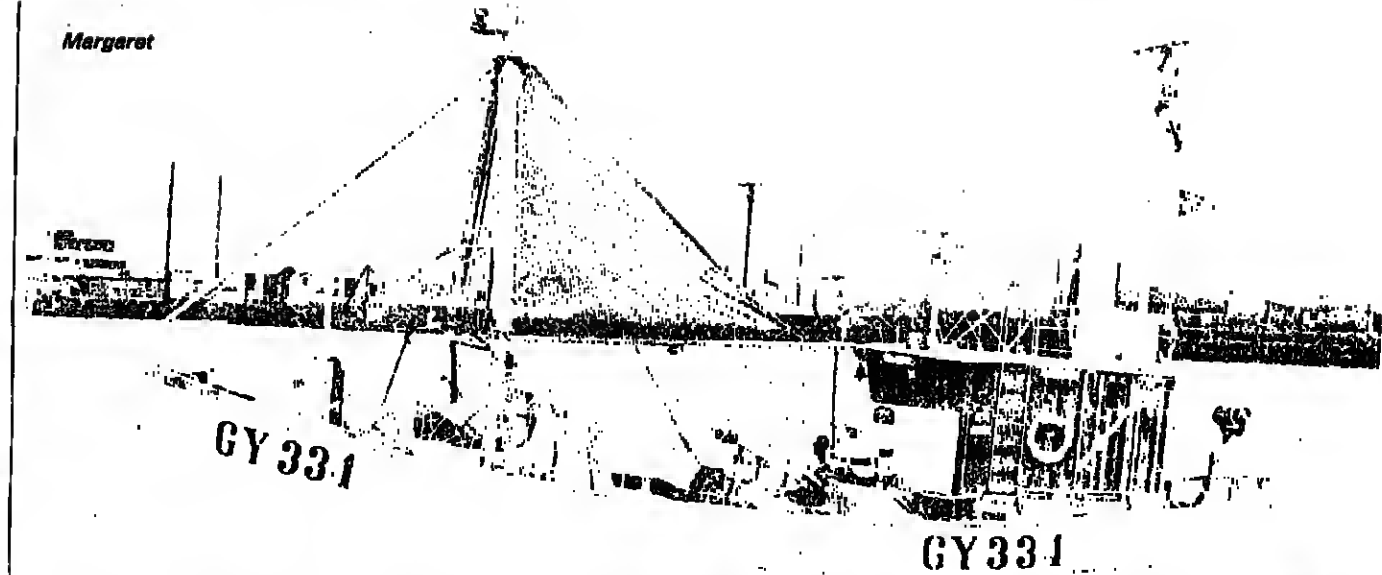
Although the move to 200 miles would ease the big worry of Eastern European trawlers displaced elsewhere from moving into EEC waters, Britain is no further along the road to a revision of the Common Fisheries Policy. There were no more discussions this week on the changes which Britain is demanding.

However, when the announcement is made in October on fishing limits, Britain has insisted that the statement should bear a description of the policy "as being currently adapted to the new circumstances."

Crew shuttle

RUSSIAN trawlers successful. Last year 28 crews working from Murmansk were replaced and this gave their vessels an extra 150 days' fishing.

Replacement crews are ferried out to the trawlers on the grounds by carrier ships, which bring back crews and their catches.



MARGARET ON MAIDEN

THE NEW 58ft. multi-purpose vessel Margaret (GY 334) set sail on her maiden seining trip last weekend for Grimsby owners and agents, A. E. Richardson & Co. Ltd.

Built of oak-on-oak at the Danish yard of Marstal Traekibaværft, Marstal, she is commanded by Skipper Jimmy Carson. He sailed her straight over to the Humber port where she was fitted out with anchor-seining gear.

Scotsman Jimmy Carson told *Fishing News* he is delighted with Margaret and particularly the way she had handled on the three-day voyage from Denmark. This included navigating through some dense fog on the Danish coast.

"She is a lovely vessel and I am sure, given reasonable luck, she will fish very well. After nearly a month ashore waiting for her, I am naturally very keen to get back to sea while the fish are there."

Margaret is the latest of a series of vessels built at Marstal to the order of the Richardson company and designed by its marine superintendent, Don Pearce. They have proved highly successful at Grimsby.

She is equipped for anchor-seining, fly-shooting, trawling for white fish, or industrial fishing.

Margaret is powered by a Gardner SL38 of 230 bhp at 1,150 rpm and, on the trip from Denmark, she made 84 knots without any pressure.

The main deck machinery is a Hydema pedestal net hauler actuator, Ramme seine rope storage drums and a

Norlun anchor winch with a two-speed gearbox.

Other fittings include Decca 110 radar and Decca Mk. 3 transmitting magnetic compass with autopilot sensor.

More details and pictures of Margaret in *Fishing News* soon.

Skipper Jimmy Carson — happy to be in the wheelhouse of his new command.

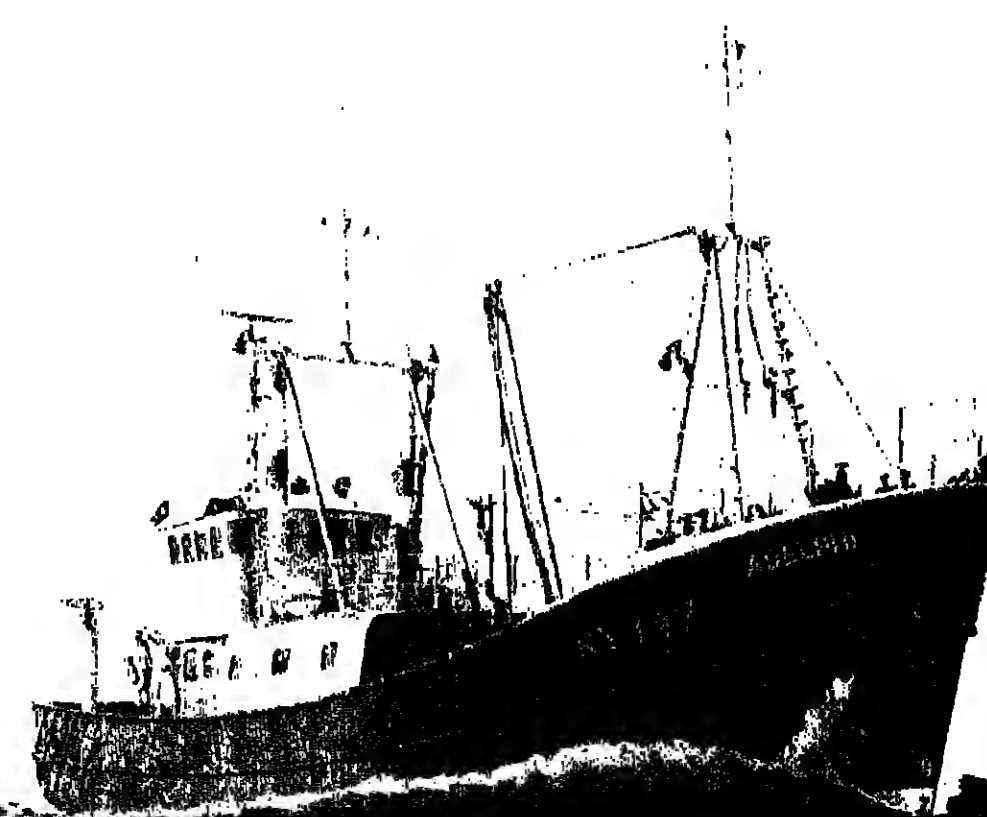
Gear offence fine

A RUSSIAN skipper was fined £200 and lost his catch after being spotted in a British limits last week.

The trawler Arinas was arrested after being found just ten miles off the coast, instead of 12 miles, and was escorted into North Shields by HMS Kellington.

The gear aboard Arinas was not properly stowed and so the court claimed the vessel's catch which was worth £200.

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'Code stops divers taking shellfish...'

SIR, My attention was drawn to an article appearing in *Fishing News*, June 11, entitled "Stay away from skin divers".

As a so-called "skin diver", may I on behalf of other members of the sport take you to task on the article.

Whilst admitting that there are irresponsible members in all communities, it would be totally wrong for readers to assume "skin divers" spend their time collecting lobsters and crayfish.

The majority of divers in these islands of ours belong to the British Sub-Aqua Club, or to clubs affiliated to that body, and as such are subject to a code of conduct which explicitly lays down that the taking of crustacean should be limited to their immediate needs only and, furthermore, that any catches made must with the legal requirements of the Fisheries Protection Act.

Commercial diving for fishing purposes, whilst perfectly legal, should not be associated with the activities of the BSAC and the majority of sports divers. We are well aware of the image these people give to divers as a whole and the BSAC is making strenuous efforts to identify itself as a responsible member of the community.

Amongst these efforts are the "Diver on the beach campaign": all BSAC divers are trained in life saving and, hence, have saved many lives on our beaches over the past year. The BSAC has just launched its "Rescue boat" service, whereby BSAC craft there are on average 1,000 on the coast on many summer weekends, are available to the RNLI and coastal rescue services.

It has been our general practice to help fishermen whenever and wherever possible, and build up a good understanding for our mutual benefit. Personally, I have recovered pots and nets for fishermen and spent the whole of one weekend last year rebuilding a winch motor for our friendly fishermen.

I would point out that the number of lobsters and crayfish taken, is exceedingly small, in eight years of diving I have seen fewer than 80, and taken nine. The closing paragraph of your article which states:

"It is understood that an experienced skin diver could bag as many lobsters in one hour as a trawler operating 80 pots could in a week" should be treated as pure Irish blarney.

LETTERS

In conclusion I would like to say that, as users of our inshore waters, we are making strenuous efforts to ensure a good relationship with other users of these waters and, in particular, local fishermen. All parties should benefit from this mutual co-operation.

A. C. DOSSIN,
Training Officer,
North Glos Branch,
British Sub-Aqua Club.
We are pleased to hear of efforts being made to build good relationships between divers and fishermen. However, blatant recruitment of divers for shellfishing, which was the basis of the article, can do nothing but cause distrust and suspicion on the part of fishermen. — Ed.

TORIES THE LIMIT

SIR, Your issue of July 9 headlines the news that "Tories mount fight on limits".

Where were these Tories when the Conservative government negotiated the Common Fisheries Policy, under which the EEC states could eventually fish up to our beaches and under which the north Northumberland coast, for example, was cut down to a six-mile limit?

It is with the Conservatives that the blame for this situation lies. None of this, of course, excuses the present government from blame for failing to include the CFP in its renegotiation package and for selling the pass on the present negotiations before they have even taken place.

If the situation were not so desperate one could excuse a good laugh over the novel idea of Leon Britten, MP, that he should discuss with Whitby fishermen "what depth is needed off the Yorkshire coast to provide our fishermen with adequate protection".

We shall have enough problems polluting whatever limits we get, without bringing in the divers to police variable depth limits!

Alan Balch,
(Liberal MP),
Berwick-upon-Tweed.

SAVE OUR SOLES

Plundering Belgians are way over quota say south coast fishermen

BELGIAN trawlers — long thought to have exhausted their sole and plaice quotas — are still hammering stocks in the eastern end of the English Channel claim angry south coast fishermen.

Not only are foreign beamers fishing over quota but, according to local reports, they are coming inside six miles to do it.

Tammel nets are being ripped up by the plundering beamers and fishermen at Brighton and Newhaven are "disgusted" with the lack of protection along this stretch of coast.

According to the Ministry of Agriculture, Fisheries and Food, surveillance flights have been made over the area and vessels boarded. Invariably, there is no infringement of regulations.

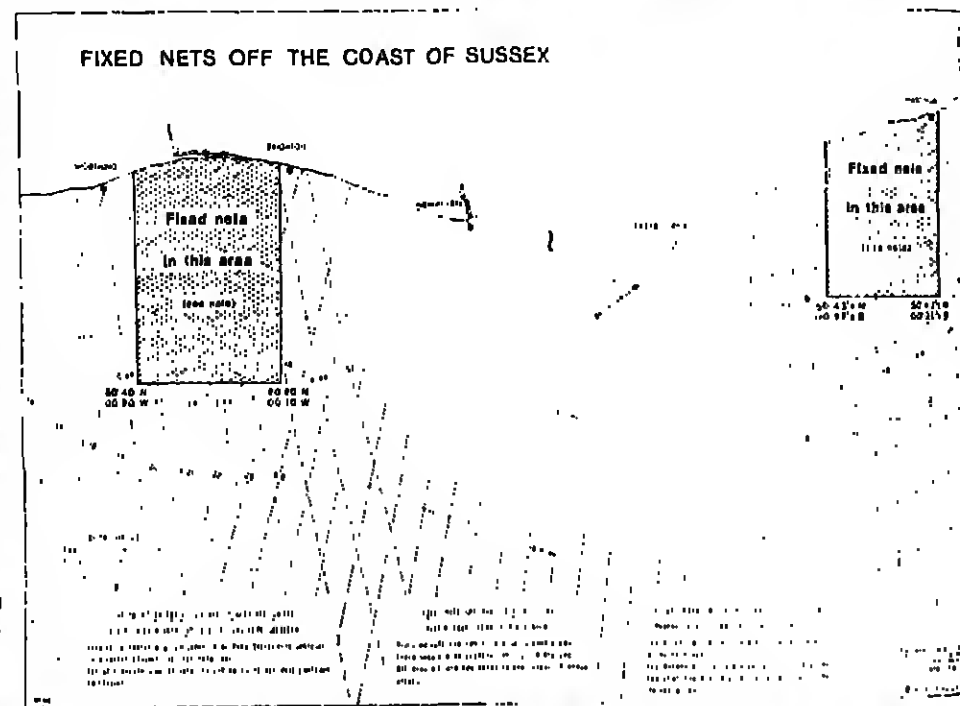
Although the Belgians were thought to have fished their 150-tonne quota of sole by April, it is understood that they still have some of their 150-tonne plaice quota to catch. The difficult question is: how do you catch plaice without taking sole?

Following the complaints that beamers were going through tammel nets, the Ministry has had charts drawn up showing where fixed gear is sited. These Decatur charts have now been circulated to Holland, France and Belgium.

Relations with the Ministry seemed to be at a low ebb when *Fishing News* spoke to a group of south coast fishermen at Brighton on Saturday.

Among those present were Mr. J. W. Howell, chief fishery officer for the Sussex Sea Fisheries Committee; Skipper Ben Johnson of the beamer *Alejo* and one of his crew; Dennis Watts of *SM 111* and others.

Apparently the Belgians stopped working at the end of April and re-appeared three weeks later — and have been back ever since.



The chart prepared by the Ministry to show foreign operators where fixed nets are set.

When Commander Moorey, District Inspector of Fisheries, was tackled about them, he is reported to have said that it was up to the Belgian Government to stop the boats fishing. He considered there was enough fish for everybody.

The local view is that, if there is enough fish for all, why is a quota necessary in the first place? It is emphasised that the quota system is unworkable with the present lukewarm attitude to enforcement when it comes to foreign boats. However, it is certain that, when the British quota is exhausted, fishermen will be expected to abide by it and stop fishing.

Skipper Johnson gave instances of protection vessels apparently ignoring Belgian vessels fishing in his vicinity and, therefore, catching the same sort of fish — plaice and sole.

Andrew Warren, MP for Hastings, was taken out on a protection vessel on July 13 to see the situation for himself. The Belgian vessel *Anura* was boarded seven miles south of Beachy Head. She had 30 kilos of sole, the same amount of plaice and 60 kilos of mixed fish. The vessel is stated to have been previously fishing in the North Sea, so that it was not able to be proved just where the fish boarder had actually been caught. How recently she shifted into the Channel from the North Sea was not stated.

Skipper Johnson mentions that *Anura* has been recently working alongside him, and that other Belgian boats regularly working in the area: *Valentino 2*, *Angelus* and *Sabrina*, all seen during the early part of July.

Moonwhile Richard Luce, MP for Shoreham and secretary of the Conservative Parliamentary Fisheries Committee, is pressing the Government to ensure the interests of the British fishing industry are fully protected.

He has written to the Minister, drawing his attention to the evidence made available to him last week by fishermen in Sussex that Belgian trawlers have exceeded their quota and are continuing to fish the area.

A letter from Mr. Warren, shown to *Fishing News*, confirms that he boarded a Belgian trawler on July 13 and saw soles aboard, and that he is taking the matter up with the Foreign Office.

Boarded
Mr. Howell reports that, on June 9, the Sussex Sea Fisheries Committee patrol boat, with members of the committee on board, was on a fact-finding trip.

Angelus, *Valentino 2* and *Argo* were observed working fractionally outside the six-mile limit line. They would be fishing legally if their quota was not already filled.

A British vessel working a short distance away was boarded and, when her skipper hauled his gear, in his net were soles, just one or two plaice, and some odds and ends.

So, if the Belgians claimed to be fishing for plaice, they were obviously not doing so. Unfortunately, Mr. Howell has no powers to apprehend any foreign vessel and the official protection vessels never seem to catch a foreign vessel in the net.

Unworkable
Local fishermen wonder what is going on in other areas of the Channel if foreign vessels are still fishing in their own vicinity. They consider the quota system completely unworkable, especially if foreign boats appear to be able to fish on regardless.

Mr. Andrew Bowden, MP (Kemp Town), joined the meeting later, and expressed sympathy with the fishermen. He emphasised that the Government had little interest in fishermen, as they were comparatively few in numbers and looked "industrial muscle", so that they could be disregarded.

Mr. Bowden said: "There can be no moral justification for stopping our fishermen from fishing after they have exceeded their quota unless the fishermen of all countries party to the agreement stop fishing when they have exceeded their quota."

If the quota system could be seen to be working, he said, and not just to the advantage of British fishermen, they might accept it with better grace.

At present, he said, fishermen are at odds with the Ministry and there is no way of seeing the situation since the Belgians, in his view, are already doing it.

Many merchants, however, were not so completely convinced of the threat which this vessel and any subsequent Icelandic arrivals at Grimsby would pose to the local industry.

A spokesman for one firm of merchants said he felt the whole matter had been grossly exaggerated. "In the past we have always handled a great deal of Icelandic fish at Grimsby, both wet and frozen, even when we had a large fleet of trawlers working the distant water grounds and, especially towards the end of the year, when fish becomes scarce."

"It is no use mulling over what might have been as we are bound by a signed and sealed agreement. The Icelanders are perfectly within their rights to bring fish here."

"As merchants we must look to whatever supplies are available and if, there is a shortage of locally caught fish this winter, it may be Icelandic supplies which keep our factories busy and local men and women in full-time employment."

IMPORTS

From Page One

charged a mixed consignment of fish, including cod, haddock and plaice fillets and roes, as well as catering packs of Icelandic prawns.

None of the fish was packed in four x 14lb. cartons and had been pre-sold to local fish merchants and food processors. It was carted away from *Lagorfo* by a procession of refrigerated lorries.

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Westella's record £54,098 trip

J. MARRAND SON'S side-fisher *Westella*, which in 1974 was Britain's top earning trawler, was among the records again last week.

Now 16 years old and still commanded by Skipper R. 'Bob' Warren, this ship smashed a company record for its Hull-based wet fishing vessels by making a £54,098 after a 22-day trip to the Icelandic coast.

Landing

The turn-out of 2,563 kts included 2,130 kts of codstuffs, which averaged £22.70 per 10st. kit.

Marr's previous highest wet fishing trip grossing at Hull had been one of £48,447, made by the same vessel and skipper on November 18, 1973.

Other vessels landing for Hull's Monday market were the BUT's *Kingston Pearl* (Skipper D. Woodrigo), which made £30,475 for an Icelandic consignment of 1,490 kts and the *aciner Jane Kidholm*, grossing £6,285 for 289 kts.

The 190 ft. *Westella* was built at Beverley in 1960.

ABERDEEN SET FOR FISHING CONFERENCE

AN INTERNATIONAL line-up of speakers has been set up for a fishing conference to be staged in Aberdeen. The two-day meeting will take place in conjunction with the Cech '78 exhibition.

Sponsored by the Scottish Inshore White Fish Producers' Association Ltd., the conference on September 16 and 17 will cover a number of topics of immediate importance to the fishing and associated industries.

Speaking in Aberdeen on Tuesday, Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association, said that now was a good time to hold such a Conference as it would give the fishermen a chance to speak about their industry.

He said that everyone was aware of the problems facing the industry, but the big question was how to solve them. In his opinion the Government is not pressing hard enough for an extended UK fishing limit and will settle for the 12-mile limit.

The problem for the fishermen was how to put more pressure on the Government. If the British fishermen could have control of their own fishery within an exclusive limit of 50 miles, they would conserve the stocks and within a few years there would be plenty of fish available.

Skipper Hay commented, that industrial fishing by the Danes was the biggest threat if we had to accept present EEC proposals. Another problem will be presented when Norway extends her limits to 200 miles, because a large percentage of Scottish inshore vessels operate in Norwegian waters.

The full conference programme will be given in *Fishing News* next week.

Shetland 'unhappy'

SHETLAND fishermen are not happy with the Government's proposals on fishing limits, and they have sent a strongly worded letter to the Department of Agriculture and Fisheries, insisting that the Ministers accept their responsibilities "and not sell us down the river."

Local MP Mr. Jo Grimond has applauded the fishermen's quick reaction to the proposals. He recently returned from Brussels,

where he discussed fisheries with EEC officials. He found them to be very sympathetic to the Shetland case, and he felt his discussions had been worthwhile.

More support for the fishermen has come from Lerwick Harbour Trust and Shetland Council of Social Service — both organisations have written to the department, the Minister, and the Secretary of State for Scotland. Both urge support for the "Edinburgh declaration."

A GOOD FUTURE FOR FLEETWOOD

WITH THE right sort of Government support Fleetwood could become one of the major fishing ports of the future. This was stated by the retiring president, Mr. K. H. Rowbotham, at the annual meeting of the Fleetwood Fish Merchants Association last week.

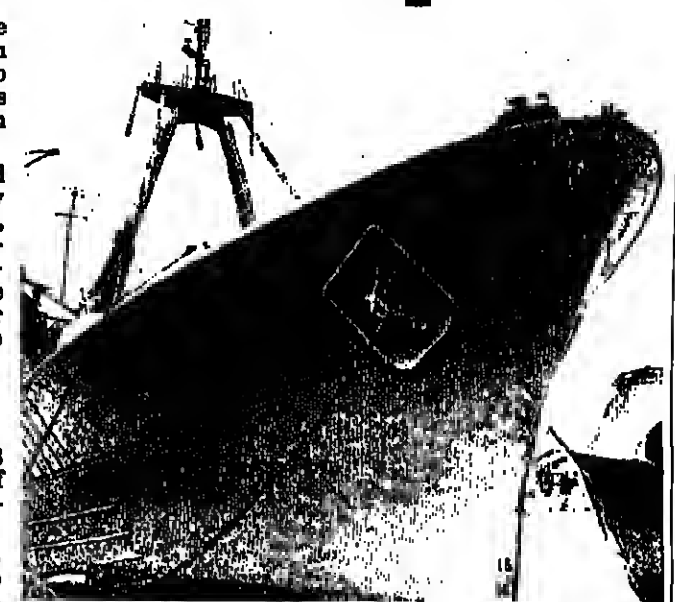
While the year had been a difficult one with inflation and the cod war settlement, on the credit side, said Mr. Rowbotham, was the completion of the fish market scheme "which had made Fleetwood fish market the most modern in Europe."

All sides of the industry had the skills and know-how which could be utilised and while it could mean two or three difficult years before fishermen re-adjusted to homewater and middle water fishing, I am convinced that

given this time and encouragement, Fleetwood will be one of the major ports of the future, said Mr. Rowbotham.

At present the fleet is not providing the amount of fish the merchants need. "There are too many weeks when deepsea fish is landed on only three of five working days. Overland fish might help to fill in these blanks, but we would hope that eventually another trawler firm might bring its ships here. There are rumours," said Mr. Rowbotham.

The new president of the Association, Mr. G. Anderson, said he hoped it would not even be as long as Mr. Fairbotham believed, before Fleetwood had established itself as the second major fishing port in the country. "I believe it could happen in 18 months."



When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and — of prime importance — extreme reliability.

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QUOTA RULES ARE 'IGNORED'

EUROPEAN fishermen have been accused by a director of the Scottish Fishermen's Federation of abusing restrictions designed to conserve herring stocks.

William Milne alleged this following a meeting of the federation in Edinburgh last Friday. He said that foreign fishermen are ignoring quotas while Scots had to tie up after fishing only two nights a week.

Mr. Milne, who is mate on a Moray Firth boat, said: "This week I saw at least 18 streamlined European vessels, either French or German, fishing 20 miles out on a

Foreign fishermen are scooping up herring denied to our own herring men, but Scottish fishermen are becoming increasingly militant about the situation. All fishing vessels must submit returns of how much they catch to guard against breaches of the conservation rules, but the federation is sceptical about many of the figures returned by overseas fishermen.

John Murray, vice-president of the federation, said they thought the information is not being properly recorded by other countries. They have always expressed very grave doubts about information supplied to them by other nations.

HURT TUNA MAN'S BIG PAY-OUT

A SAN DIEGO, California, tuna fisherman has been awarded \$500,000 (\$277,000) after losing a leg aboard ship.

The 53-year-old fisherman was given the cash by the vessel's owners and the manufacturers of the gear involved in the accident. His leg was caught in a cable and torn away.

The man had claimed \$1m. (\$555,000) but settled out of court.

Engine firm's new depot

DEUTZ Engines Ltd. has opened a new sales and service centre in Hull to cater for industrial and marine engines.

The centre — a 4,000 sq. ft. modernised building — will carry over 5,000 individual spares. There are also facilities to draw on the spares stocks in London and Cologne — 14 hours away by daily ferry from Rotterdam. Service engineers will also be based in Hull, operating on a 24-hour basis.

This is the first of a series of UK expansions. Other service and sales centres will open in provincial centres.

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MONTH-OLD 'STARINA' SAVED

Three pursers step in as new trawler sinks

SHEPHERD'S newest fishing boat, the 75ft *Starina*, was saved from sinking last week by the combined efforts of the three pursers *Antares*, *Wavecrest* and *Azalea*.

Skipper David Anderson had tied up the previous night with a huge catch of sandeels onboard; she was to lie at Lerwick fish market with decks awash waiting to land the catch at the fish meal factory across the harbour.

Next morning the steel vessel, completed at the Humber yard of Richard Dunston only one month ago, was settling by the head. *Antares* took her in tow with the intention of beaching her, but the tow line broke and *Starina* started to sink more rapidly.

Wavecrest went alongside on her other side and the two pursers held the sinking ship up with steel hawsers. Even so, they only just made it to the shallows at Hay's Dock, by which time most of *Starina*'s bows were under water. *Azalea* went alongside to take a line from *Starina* to help hold her up.

Between the pursers, the fire brigade and pilot boats, *Starina* was eventually pumped out. It appears the sinking was caused by water seeping from the deck, down the cable leads and into the anchor locker and net store forward.



The 75ft. long *Starina* on trials last month off the Humber.

Rockall haddock for Fleetwood

— as Scots take day off

FLEETWOOD had two big catches from Rockall last week — an area which has not been worked by local vessels for some time.

First vessel in was the highly-consistent 109ft. *London Town* (Skipper Jack Kelly), which landed 573 kits 450 of haddocks, 10 of hake, 35 of cod, 30 of roker and 25 of squid — for a grossing of £8,978.

Skipper Kelly said after the voyage: "Rockall could be fished more often, especially if Fleetwood merchants could again build up a good trade for small haddocks."

This comment was prompted by the fact that most of the vessel's haddocks were in the small category. However, Skipper Kelly's landing had been planned to take place on the day when the biggest haddock port, Aberdeen, was closed for a holiday. The move paid dividends.

There was also success in the Rockall area for the side trawler *Wyre Conqueror*, commanded by Skipper Joe Newsham. This vessel made for the area end, after only eight days, was back in port with 553 kits, including 500 of haddocks, to make £8,289 — a good total for a short trip.

Vessels working other middle-water grounds also turned up trumps. The former Aberdeen trawler *Mount Melleray*, for example, continued to show capabilities beyond her 108ft. size by bringing in 550 kits, including five of hake, 280 of cod, 80 of haddocks, 160 of coley and 15 of dogs for a grossing of £10,397. One of the port's most experienced middle-water fishermen, Skipper Bert Andrews, commanded the vessel.

The larger *Wyre Vanguard*, which used to work Iceland, pulled out a trip on noaror grounds. Skipper Benny Hargreaves brought her home with 614 kits, including 15 of hake, 300 of cod, 110 of haddocks, and 180 of coley for £13,446.

It was, however, a sign of the times that only two vessels landed from the Iceland area. Both did well. The side trawler *Boston Explorer* (Skipper Bill Anderson) landed 1,426 kits, almost all cod, to make £30,008. The stern trawler *Luneda*, commanded by Skipper Bill Reeder, was back in only 14 days and her 1,308 kits sold for £27,758.

With prices for cod averaging more than £20 a kit, this variety attracted more atten-

tion than hake which, although slightly more in demand than previous weeks, still averaged not more than £50 a kit.

Last trip for top steamer

BRITISH United Trawling (Grimsby) Ltd. has sold its steam trawler *Coldestream* for scrap. The 190ft. vessel made her last exit from Grimsby fish docks, which have been her home since 1955, on July 14 under tow. She is being broken up (below) by shipbreakers just outside one of the port's commercial docks. *Coldestream* was one of six Grimsby steam trawlers which BUT managed to keep operational despite heavy fuel bills. Then, a round of fresh bills finally put paid to them last spring. The 697-ton vessel was originally built for the old Standard Steam Fishing Co. Ltd., which later merged with Northern Trawlers Ltd. and finally BUT. Of her class, the *Coldestream* was one of the most successful trawlers working from Grimsby.

Herring export success

OVER 200 barrels of marinated herring have been exported to Norway this season in a new venture for the Sletland firm of L. Williamson (Shetland) Ltd.

The firm has expanded considerably over the last few years. Only twelve years ago it employed eight people in one factory in Scalloway. Today it employs over 200, with additional working units in Lerwick, Orkney and Bree. One of the firm's main products is fish fingers, produced in Lerwick.

No signal: £85 fine

SKIPPER Brian Phillip (26), of Kylaakin, Skye, was fined £85 at Portree Sheriff Court last week after he admitted illegally fishing in the Inner Sound of Raasay and not displaying the prescribed signal on his mast.

Prosecuting, Mr. Donald Macmillan said Phillip was stopped by a fishery protection cruiser 1.2 miles from shore. An agent for accused said an accident to a crewman delayed the boat's departure. Because of over-fishing there is always a great rush to the fishing grounds, and accused thought he would take a chance when going through the Inner Sound.

MACKEREL PAY-OUT

THE EEC has introduced an export refund of 3 units of account per 100 kilograms for exports of frozen whole mackerel to non-member countries. The refund will be payable from July 19.

Application should be made to the Intervention Board for Agricultural Produce, Fountain House, 2 West Mall, Reading, Berks, RG1 7QW.

GRIMSBY PAIR TEAM SMASH PORT RECORD

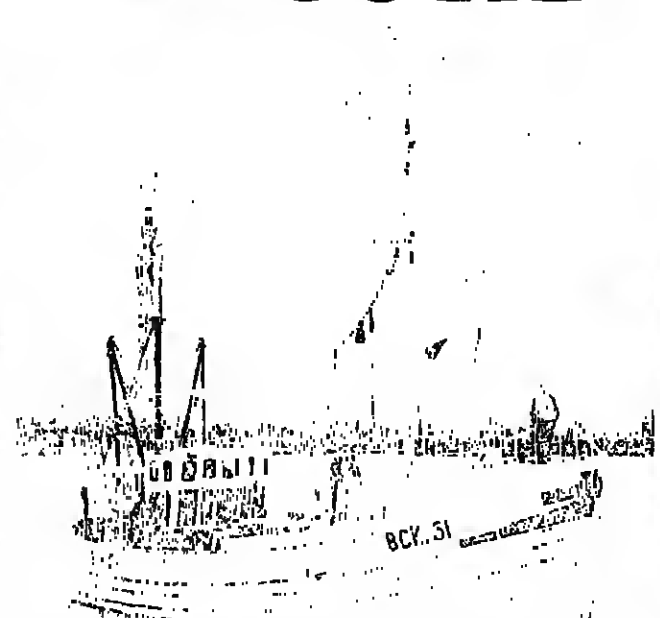
THE CLIMAX to another fine spell of earnings grossings by all sections of the Grimsby fleet last week came when the port's newest pair trawling team, *Margrethe Bojen* and *Frances Bojen*, added nearly £4,000 to the old port pair trawling record. These vessels had a combined turn out of 1,435 kits which sold for £33,461.

Commanded by Skippers Jons Bojan and John "Lemon" Richardson the pair were at sea for a mere eleven days and their catches, almost entirely quality North Sea cod, hit just the right sort of market on July 15 to score so heavily through the John R. agency.

It was the fourth time this year that this record has fallen and in recapturing it from the Sleigh rivels, *Shawnee* and *Mohave*, they completed a hat-trick of fresh records since the pair came together last spring when the record (which had stood since 1973) was just £24,420.

Middle water landings were slightly lighter than of late and some skippers believe the trawlers diverted to these grounds as a result of the Icelandic settlement could spoil the yields and lead to overfishing. Of 14 landings, however, only one trawler grossed less than £10,000 with BUT's *Ross Tiger* (Skipper Dennis Avery) at the other extreme all but setting another new port record with a £24,153 grossing from a well-kept mixed catch of 1,087 kits.

On the seining front *Charmor* (Skipper Otto Jensen), the top seining ocean seiner in 1975 and which fishes the North Sea during the summer, was a comfortable leader through the Richardson agency on £7,537.



Record breaker: Frances Bojen.

Distant water trips pay off

FIVE DISTANT water trawlers which landed at Grimsby last week all showed profits. And on a slightly shorter market, BUT's *Ross Revenge* (Skipper Ray Pepper) would almost certainly have set a new port grossing record in this section too (Fishing News June 16).

However, she eventually settled for £57,344 from 2,658 kits to head the distant waters and in so doing overshadowed the best-ever grossing by the Boston Grounds *Prince Philip* (Skipper Eddie Green).

The 140ft. *Prince Philip* chalked up £41,841 from 1,894 kits, largely codstuffs with a few coley, from her 22-

day trip to Iceland while the two Consolidated Fisheries trawlers, *Aldershot* (Skipper Oily Call) and *Port Vale* (Skipper Patrick Blaney), which had also fished Iceland, did well with good catches to gross £36,331 and £38,714 each.

Despite this better news from the distant water fleets trawler owners continue to stress it will take many months of operations with this level of profitability to begin to wipe out the mountainous debts they accumulated during the Cod War.

●The Royal Naval frigate *Andromeda* which saw a considerable amount of action off Iceland during the Cod War paid a courtesy visit to Grimsby last week. The frigate completed several tours of duty during the dispute and she was certainly the centre of attraction on South Humberside when members of the public were invited on board.

New plan could save Irish port

THE FISHING industry in Dingle, Co. Kerry, which has been hit by disagreement over the closing down of the local co-operative, may be on the way back.

At the weekend, local fishermen, Bord Iascaigh Mhara, local Parliamentary representatives and Government officials met in Dingle, where it was decided to form a company embracing all the interests, with an investment of £2,000 from each of the skippers in the port who would become involved.

Our Irish correspondent says that this would fill the gap left following the closure of the co-op. The local freezing plant, Silver Seal, in which the Government have an interest — will be made available to the company.

After the meeting, former co-op manager, Kevin Finnerty, said the meeting had been a success and everything now pointed to the

bigger boat skippers. But there is still some concern in Dingle about the way the former co-operative was wound up. The co-operative ran into difficulties when it could not get freezing facilities despite two freezing plants in the town being owned by the Government Department of the Gaeltacht.

The Department denied it was at fault, claiming that some members of the co-operative were making representations for freezing facilities at the same time as a private company.

FRENCH COLD STORE

FRIGOSCANDIA'S 21st European cold store is now nearing completion at Lorient in Brittany. The 40,000 sq.m. store is scheduled to open at the end of this month and will be able to hold around 8,000 tons of frozen produce.

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Re-wind lifeline needs practice

A LIFELINE, similar to the Bell lifeline, is being produced by a company in Nottingham.

It is similar in that it can be thrown by hand and that a floating orange carrier buoy is dropped near the man overboard with a line floating between him and the vessel.

Unclip

But one feature that the Bell line does not have is that it can be re-wound on its central buoy and used again.

The device is known as the

Kellybuoy and to use it you unclip one end of the line, which is threaded through a short length of clear PVC tube, and through the carrier to the man in distress.

In theory you can throw it 20 metres so that he can grab either the buoy or the line and be hauled alongside.

It is difficult to get all of them out if you rewind direct from the deck, but easy if you throw the line astern for a couple of minutes or so.

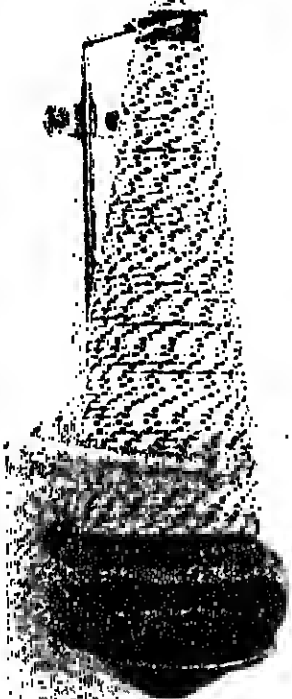
Introduction of the Kellybuoy poses the question as to whether it is preferable to keep Bells or Kellybuoys handy.

Compromise

Perhaps the best answer to it is a compromise: to keep a Kellybuoy to throw to a man within easy reach and a Bell to throw to one over about 15 metres away.

Kellybuoys, and holsters to stay them in, are available from VCP Ltd., Private Road, Culwick Estate, Nottingham.

Re-winding the line on a Kellybuoy presents no difficulties if all kinks in the line are removed before you start.



MAKING YOUR OWN HAULER

"I HAVE obtained quotations from most of the makers of hydraulic line haulers whose addresses you sent me.

"If they indicate anything, it is the fact that I just can't afford to buy a new hauler at present.

"I am, therefore, thinking about making myself one and should be obliged if you will let me know where I can get the necessary hydraulic components."

■ A firm that may be able to supply your requirements is Wanco Ltd. which manufactures a range of hydraulic components at 28 Churchfield Road, Poole, Dorset.

Replacement

It makes check and diverting valves, flow regulators, single and double acting hydraulic cylinders among a number of other things.

It can offer suitably mated hydraulic pumps and motors, hydraulic transmission equipment and, incidentally, will make replacement parts for obsolete engines.

So it is likely to be able to provide you with advice, as well as components, to enable you to carry out your project.

Laminated wood boats

"SOME time ago you mentioned that fishing boats were going to be constructed in Norway of wood laminates.

"You said that they might be less prone to rot than conventionally built boats as each laminate would be impregnated with a copper upthrust solution prior to incorporation in the hull.

Details

"Do you know if any such boats have been built in this way and, if so, where I can get details of them?"

■ At least two laminated wood fishing boats have been built by the method devised and patented by Klaus Aas. Each is about 66ft long with a moulded breadth of 16 ft. and

depth of 9 ft. and each is powered by an engine of around 40hp.

One of them is called *Nordvind* and the other *Joti*. They were built by the Mjosundet Boatyard and if you write to the manager of the yard at Mjosundet he may send you full details of the vessels.

If not, The Norway Boat Export Board, Drinningsveien 40, Oslo 2 would probably obtain specifications for you.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

A NEW type of survival suit, introduced in the USA, has been tested by U.S. Naval and Coastguard Research Units which say that it has a number of advantages over others of its kind.

It is known as the Imperial Survival Suit and is made of foam rubber. The material, not air, provides buoyancy and even if a suit is torn and filled with water, a survivor will not sink.

Its thermal qualities are said to keep you warm whether dry or wet. The standard suit has hood, boots and gloves attached so that once zipped in it, only your face is exposed.

Tests carried out by a Navy Research Unit show that survival times of 13 hours and over in water temperatures around 35 deg. F can be expected when a suit is worn over normal clothing as opposed to 30 minutes without one.

The suit will fit anyone up to 6ft. 8in. tall or weighing up to 250lb. It is designed to be kept in a bag about the size of a sleeping bag and takes less than 60 seconds to take out and put on.

Exterior is coloured bright

orange to help rescuers to see you.

Full details are available from the Imperial Manufacturing Co., P.O. Box 4119, Airport Industrial Park, Bremerton, Washington 98311, USA.

BARBED RING NAILS

"OUR old hatch cover was washed overboard and I now have to make another.

"Do you think ringed nails would be any good for the job? If so, where I can get some?"

■ Barbed ring nails would be highly suitable and you can get these from Tower Manufacturing Ltd., Navigation Road, Digby, Worcester.

"These nails have much to commend them not only for specific jobs like making

hatch covers, but for general purpose use in fishing boats.

They are far quicker to use than brass screws and less likely to deteriorate in sea water or a salt atmosphere; less expensive than copper nails; and less prone to corrode than steel wire nails, whether galvanised or not.

Those made by Tower Manufacturing Glyndwr Screws and Fastenings Ltd. — to give the company its full title — are made of 'Everdur' silicon bronze, a metal which is as strong as steel, but which

John Burgess' Log



SMALL BOAT SONAR

"DO YOU KNOW at what range shoals of fish can be detected with Wesmar's new small boat sonar?"

"Also, does a hole have to be bored through the bottom of a boat for lowering and raising its transducer. If one has to be bored, what size should it be?"

■ The makers say that fish can be detected at ranges of up to 1,000ft. with their SSSB Sonar. Presumably this is possible when conditions are ideal. Selectable ranges on the control console are 50, 100, 250 and 500 ft.

Although it is best to bore a hole through the hull to take the set's transducer assembly, it is not essential: it is possible to mount it on one side of a boat, even on the transom. If a hole is bored, it has to be about 3in. diameter.

You could get precise instructions for installing the transducer assembly in the bottom of your boat or recommendations as to how to mount it outside the hull from Seahorse Electronics Ltd., 27 Southside St., The

Barbican, Plymouth.

If you do so, it might be a good idea to ask for details of Wesmar's new AP 900 autopilot at the same time.

It has a number of useful features about it which may make it suitable for use in shore boats.

Mid-water trawling

"I AM thinking of buying a 15ft boat for bottom and mid-water trawling.

"Could you tell me what size of engine I would need and where I can get information about mid-water trawling in a boat of this size?"

■ An engine of about 150hp should be suitable for your purpose.

The following publications contain useful information about mid-water trawls and trawling: *Commercial Fishing Methods* by John C. Stubbins; *FAO Catalogue of Small Scale Fishing Gear*; and *Fish Finding, Purse Seining and Allied Trawling* — all of which are obtainable from Fishing News (Books) Ltd., 1 Long Garden Walk, Farnham, Surrey.

A year or so ago Bridport Guntry Ltd., Bridport, Dorset, published a leaflet about mid-water trawling. It may still be available and it would pay you to apply for a copy and to consult Norman Ollerton, manager of the company's marine division, about the best gear to get and how to work it.

They now known locally as Grifflist nails — short title for Tower Grifflist Everdur silicon bronze barbed ring nails.

They are far quicker to use than brass screws and less likely to deteriorate in sea water or a salt atmosphere; less expensive than copper nails; and less prone to corrode than steel wire nails, whether galvanised or not.

Those made by Tower Manufacturing Glyndwr Screws and Fastenings Ltd. — to give the company its full title — are made of 'Everdur' silicon bronze, a metal which is as strong as steel, but which

BOSTON TRISTAR OPEN TO PUBLIC

HOLIDAYMAKERS on board *Boston Tristar* (left) are seen listening to Mr. Lowestoft fisherman, "Winkie" Jarvis, explaining trawling methods, on Monday last week, when the vessel was opened to the public. *Boston Tristar*, which is berthed near the bridge in Lowestoft, was opened to the public on Monday, 19th July, until the days of Fridays, until the end of August. The vessel is organised by the trawling owners, *Boston Deep Sea Fishermen*, and the National Mission to the Sea Fishermen, who will utilise the proceeds.

KRILL OUT OF REACH FOR BRITISH FLEET

ANTARCTIC krill is seen as a very large potential source of fish protein by the British government's advisers on fishery research and development, but the prospects of the British fishing industry benefitting from it "are at present not good enough to warrant any appreciable research and development (R & D) expenditure".

Investigating krill is one of the subjects covered in the Second Report of the Fisheries Research and Development Board. This report deals with areas of research examined by the board during 1974 and 1975.

The potential yearly production of krill, says the report, is believed to be at least 150 million tons and some authorities put it much higher. It is large enough to sustain an annual fishery of 50 million tons.

Most of the krill is found south of latitude 60°S, an area covered by pack ice for much of the year. There are abundant stocks in areas of the sea likely to be accessible to British vessels.

While a number of countries have made preliminary investigations into uses for krill, only the USSR and Japan appear to have developed harvesting and processing techniques.

Catch rate

On the basis of Soviet experience, the board finds it likely that daily catch rates of at least 50 tons would be possible during the catching season. This assumes the use of existing methods of pelagic fishing. Naval methods employing a combination of artificial lights, electricity and pumps might prove even more effective.

Soviet scientists have developed a technique for producing a krill paste which has a shrimp-like flavour and this is on sale there. In Japan, krill is mainly frozen at sea and brought ashore for sale without further processing. Some, however, is used as a protein concentrate, as a flavouring, and is processed into Okinawa meat and used as a substitute for shrimp.

A krill-based meal for animal feeding is also seen as a possibility, but the board considered that its high nitrogen content could prove disadvantageous and that krill meal would be unlikely to be able to compete in price with fish meal.

"The most promising outlet for krill for human consumption," says the report, "would seem to be as a source of crustacean meat for which there is a strong demand in the United Kingdom and elsewhere."

This would, however, necessitate the modification of existing apparatus for the production of peeled meats, which is not suitable for krill, or the development of new machines.

For the British fishing industry, the question was whether Antarctic krill fishing could provide a profitable alternative use for vessels forced out of traditional distant water areas by quotas or by changes in limits.

To answer the question, more would have to be learnt about techniques of catching and handling krill on board, rates of catch and costs of catching and handling, and the prospects of producing a saleable product in the UK or Western Europe at an economic price.

To determine catching



Krill enlarged. 50 tons a day could be feasible catch rate.

possibilities, it would be necessary to organise exploratory voyages by British vessels. Some two months journey time would be necessary to and from the fishing areas and current fuel costs would make such trips very expensive.

Because of the distance of the grounds and the shortness of the krill season (the spawning and spawning period), any commercial industry would need to be based on haulouts in South Africa, or possibly South Africa, and this would limit its attractiveness to British fishermen.

The board also recognised that more product development work is needed and that there is yet no sign of a satisfactory market in the UK.

Because of these factors, the board does not regard the prospects of benefit from krill as sufficiently promising to launch a special survey. Priority should be given to the exploitation of new species found much nearer home.

Heading these species is blue whiting which constitutes "probably the largest single unexploited stock of fish remaining in the north-east Atlantic".

Sonar

Research voyages by ships of the fishery laboratories in England and Scotland, and by the White Fish Authority in 1974 and 1975, had achieved their objectives. Using sonar techniques, it had proved possible to locate the shoals of blue whiting and, once shoals were found, heavy catches could be made in short periods.

With major processors, however, the board notes there have been difficulties in finding an economical method of handling and processing blue whiting for human consumption.

Marketing investigations

have shown that the main outlets for blue whiting are likely to be fish friers, processors and large-scale caterers, who need preferably laminated blocks of skinless, boneless fillets. But these cannot be produced in quantity, economically from blue whiting by any of the existing processing machines "and it is clear that the future large-scale development of blue whiting for human consumption will be dependent on the development of satisfactory machinery".

Observing that both Torry Research Station and the WFA have been working with UK processors and foreign manufacturers of fish processing machines to resolve the problem, the board recommends that "this work should be progressed as quickly as possible".

Looking at the costs of fisheries R & D in the United Kingdom, the board noted that these increased by about 19 per cent in each of the two years reviewed.

From £5,033,000 in 1972/73, total costs had risen to £6,115,000 in 1973/74, and to £7,218,000 in 1974/75.

While a large part of the higher costs resulted from increases in staff salaries and in ship running costs, there was also some real increase in R & D effort in certain fields.

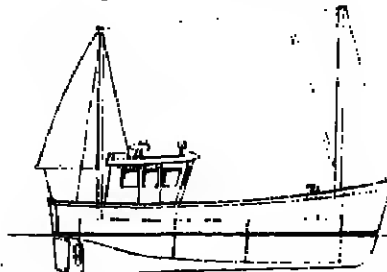
During 1974/75, gear R & D cost £518,000, and £438,000 of this was spent on the work of the Marine Laboratory in Aberdeen. Commenting, the board said that the projects in hand are meeting the needs of the industry and of the government departments concerned.

Projects of highest priority are the evaluation of new gear to help the industry to take

floating pens at a Scottish salmon farm. A new research unit is needed to further R & D.

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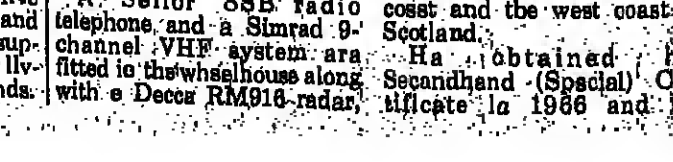
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